

INFORMATION REPORT

COUNTRY: USSR (Chkalov Oblast)

SUBJECT: Buguruslan Airfield

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THIS IS UNEVALUATED INFORMATION

- a. The airfield, estimated at 1,000 x 800 meters, was about 800 meters southeast of the Buguruslan (52°26'E/53°39'N) railroad station, Chkalov Oblast, south of the railroad line. There were no buildings.
- b. The field was occupied by about 20 single-engine fighters until the Spring of 1948 and, since that date, by twin-engine commercial planes with radial engine and windows on the sides. Two or three of the commercial planes were continually over the town and the field. Take-offs and landings were practiced. A bus daily took 20 to 30 pilots wearing flying suits from the town to the field.
- c. According to local residents, a civilian pilot school has existed in Buguruslan since the Spring of 1948.

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1. A courier plane made a trip to Gakalov (55°08'E/ 52°16'N) and back every second day and another plane a trip to Moscow and back usually once a week. This was learned from Soviet officers of the 1st corp who frequently flew with the planes.

2. a. The airfield was about 3 km southeast of Buguruslan, east of the road to Iilyugino (52°25'N/53°23'E), south of the railroad line (see Annex).

b. The field had a concrete runway about 1,500 x 35 meters.

c. The following installations, which had been improved from 1946 to 1948, were at the field:

(1) Two buildings with billets, storerooms and kitchen.

(2) Several earthbunkers with radio and storage battery station and fuel dump.

d. A stationary DF station was about 200 meters south of the field in the extension of the runway. A cable ditch extended from the DF cabin toward the runway and ended at the north edge of the field.

e. Six IL-12 transport aircraft with two radial engines, conspicuously large trough-shaped protrusion under engine, single rudder assembly, have been permanently parked at the field since mid-1948. There was flying of civilian aircraft.

f. A former airfield which has been out of operation since 1948 was southwest of the field, west of the road to Iilyugino.

3. a. The airfield was about 3.5 km southeast of Buguruslan, south of the railroad line to Kuibyshev and south of the Kinel River, east of a railroad spur track leading from the Buguruslan railroad station to the south.

b. The field was on a plateau and about 2 to 3 km in an NW direction and 1 km N-S. The landing field had a firm grass cover on gravel soil. There was a concrete runway, about 2 km long, two wooden cantonment buildings and five earthbunkers but no railroad spur track.

c. The field was occupied by twin-engine aircraft which made individual and long distance flights to an airfield about 3 km away. According to [redacted], former air force soldiers, the aircraft were Douglas planes of US make.

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d. Soviet workers said that an air transport school was at the field. The cadre personnel were older soldiers, the pilot students being from 18 to 20 years of age.

4. a. The airfield was south of Buguruslan on a plateau south of the Kinel River and the railroad line to Ufa, adjacent to the railroad switching station area.

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CENTRAL INTELLIGENCE AGENCY [ ]

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b. A cantonment building at the field was being replaced by a building of wood and clay. The billets and instruction buildings of the pilot school were in the town. Two fuel containers, each 10 meters in diameter and 4 meters high, were at the field.

c. The military pilots at the field were relieved by civilian pilots in late 1946 or early 1947. Since that date the field has been occupied by about 10 to 15 twin-engine commercial aircraft of which the following two types were identified:

(1) Twin-engine planes, painted gray, same size as the Ju-52, landing gear and tail wheel retractable, small round windows in fuselage.

(2) Twin-engine planes, painted silver-gray, long cockpit, wings set almost in mid-fuselage, nosewheel, cabin windows in fuselage.

d. Flying activity, particularly take-offs and landings, also night flying with aircraft searchlights.

e. Another airfield was between Buguruslan and Stepencyke (51°52'E/53°36'N). This observation was made when passing the field once. The field had only earthbunkers and was unoccupied.

5. a. The field was south of Buguruslan, southeast of the railroad station and south of the railroad line to Kuityshev.

b. Two cantonment buildings were on the edge of the field. There were night lighting facilities.

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c. About/twin-engine aircraft were parked at the field.

d. According to Soviets a pilot school was at the field.

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[ ] Comment:

The statements of the various sources agree with and supplement each other. They indicate that a pilot school of the Hero-Flot is stationed there, equipped with Li-2s and Il-12s employed for training of air transport and commercial flying including instrument and bad weather flying.

3. Annex: Buguruslan Airfield

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